

TWIN CITY LINES

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The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line in Minneapolis and the Excelsior Streetcar Line in Excelsior. Its mission is to preserve Minnesota's electric railway heritage.

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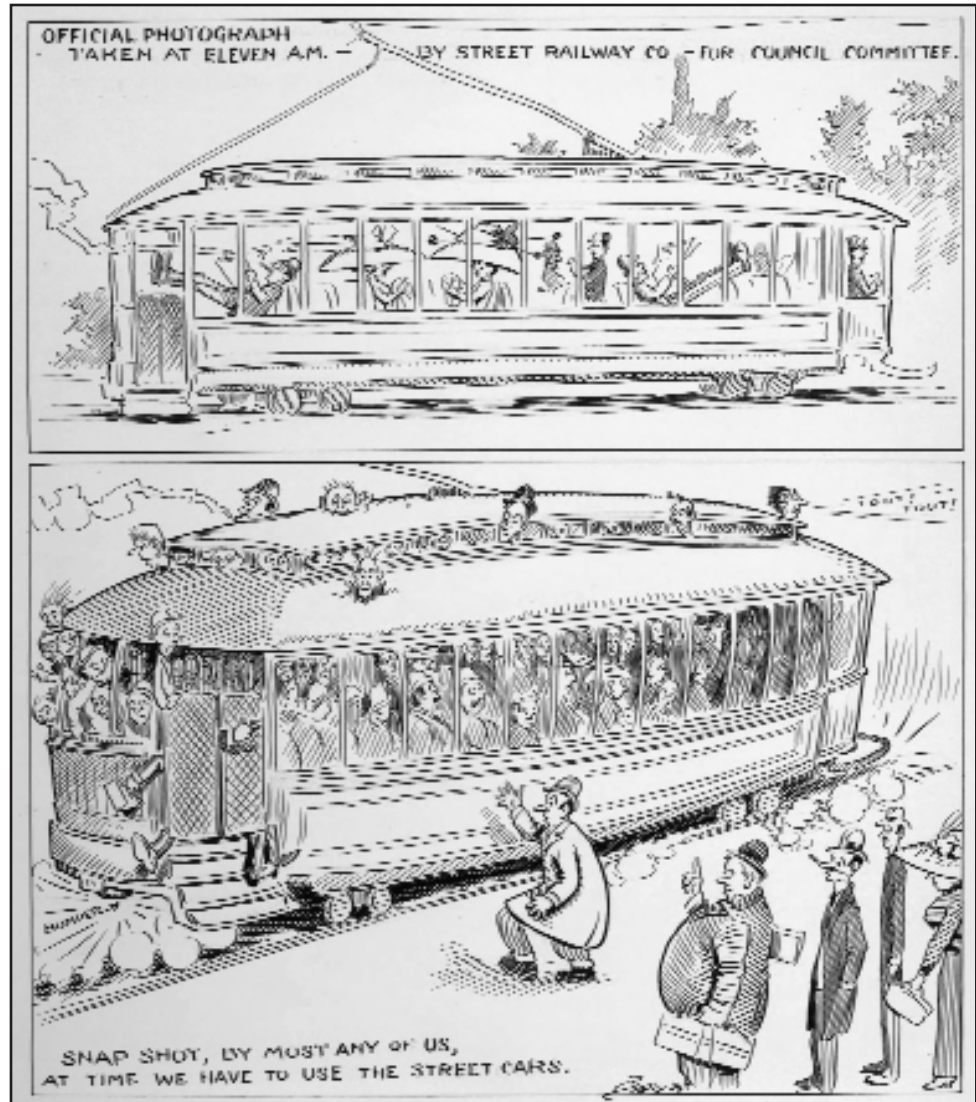
Corrections and new info

Russ Olson comments on the last issue.

Page 3: East Side Station was of brick construction, not wood frame, according to Trumbull's 1893 inspection report. It was rebuilt in 1902; Mpls Tribune 8-17-1902 "New Car Barn on East Side". The article describes the pit track installation on heavy timber trestles built on the concrete floor. There was a wood floor between the tracks which may account for the wood frame confusion. The storage yard across University Avenue was four tracks, numbers 37 thru 40, built during 1916-1917; the tracks were removed in 1945.

Page 4: According to Ed Nelson, East Side operated the Camden Extension 11-14-1910 to 8-22-1913 and the Robbinsdale Extension 11-14-1910 to 10-31-1914 at which times each became part of a through line. North Side Stations was opened 10-25-1914.

Page 17: Last paragraph, about intra-company mail. The accounting department handled this mail at the 11th and Hennepin general office. I was the mail clerk during part of the summer of 1945. The mail room was in the basement, facing east-west. On the north side was the blue printing room and on the south side was the substation. On the west wall there was a large mail box and chute on the exterior that emptied into the mail room. Couriers from the various stations would deposit the incoming mail in this box/chute, as did the US Post Office. I would walk to/from nearby Bus Garage #1 to deliver and pick up mail. I would meet certain Como-Harriet cars eastbound and westbound outside at 11th and Hennepin to deliver/receive mail bags to/from the Starter at 7th and Wabasha, St. Paul. I don't recall where this company mail originated or was delivered. (It was general manager D. J. Strouse who arranged for my employment by the accounting department.)



Above: Until ridership began to decline in the 1920s, TCRT struggled to keep up with demand and overcrowded streetcars were decried in the newspapers. This 1910 cartoon appeared in the Minneapolis Journal.

Front cover: This issue features the Glenwood-4th Avenue line. A southbound PCC, headed for the shortline wye at 38th Street, is on 4th Avenue at 24th Street. The brick building to the left of the streetcar is Olsen Ambulance, owned in later years by longtime MSM volunteer Bill Olsen. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

Inside front cover: In 1928 the Minneapolis Public Schools took aerial photos of all its sites. That's Clinton Elementary lettered "1". A 4th Avenue streetcar is southbound crossing the Milwaukee Road's 29th Street trench, now the Midtown Greenway. Minnesota Historical Society collection.

Glenwood-4th Avenue

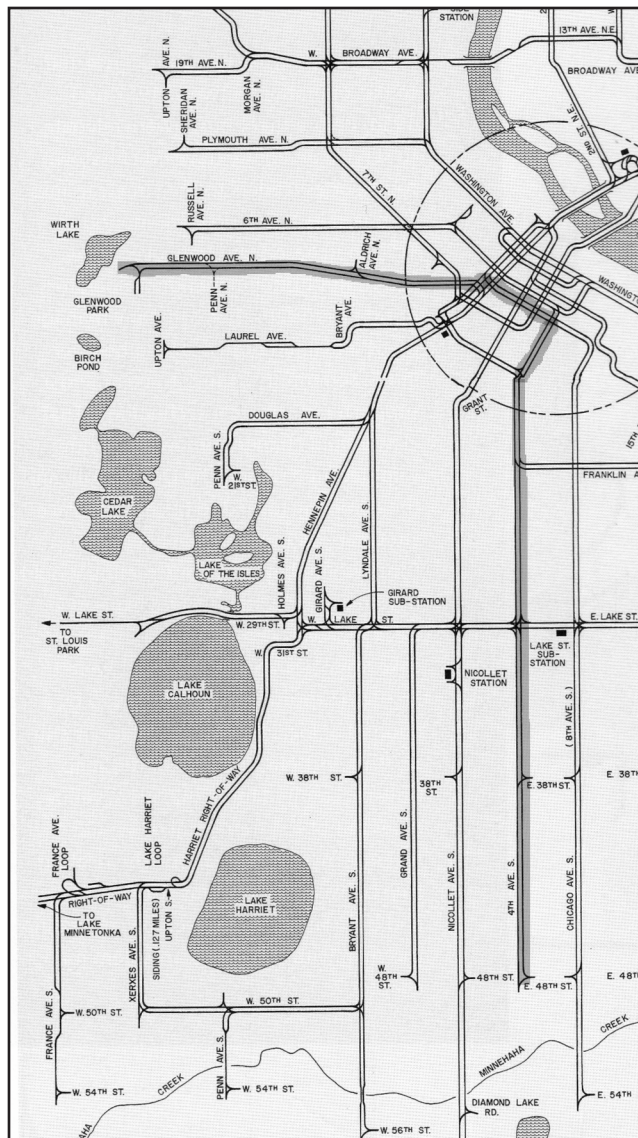
-Aaron Isaacs

When planning an article on a TCRT line, the question is whether to cover one of the legs radiating from downtown or both of them. Most TCRT lines were through-routed pairs of lines that met in downtown. It was an economical way to avoid duplicate downtown mileage. The pairings changed over the years because they were also designed to minimize layover time at the ends of the lines and achieve the most efficient round trip cycle time. Because of that, some pairings changed periodically, while others lasted for decades.

One of the most venerable pairings was Glenwood-4th Avenue S. The two were first combined in 1919 and stayed together until the end of streetcar service. But it didn't end there. The Glenwood-4th Avenue bus line lasted until 2004 when Glenwood was paired with East 25th Street and 4th Avenue with 2nd Street NE.

It wasn't a long route, just under 7 miles. From downtown the track only extended 2.5 miles to Glenwood Park and 4.5 miles to 48th Street and 4th Avenue. In ridership terms the line was a little powerhouse. We have stats for 1941 and 1943 that show the ridership spike that accompanied World War II. In 1941 the system average passengers carried per car mile was 6.6. That same year Glenwood-4th Avenue carried 7.7 passengers per car mile, fifth out of 28 streetcar lines in the system. By 1943 those numbers increased to 8.7 for the system and 11.8 for Glenwood-4th Avenue, elevating it to second in the system after the Selby-Lake line and even a little busier than the Interurban (University Avenue).

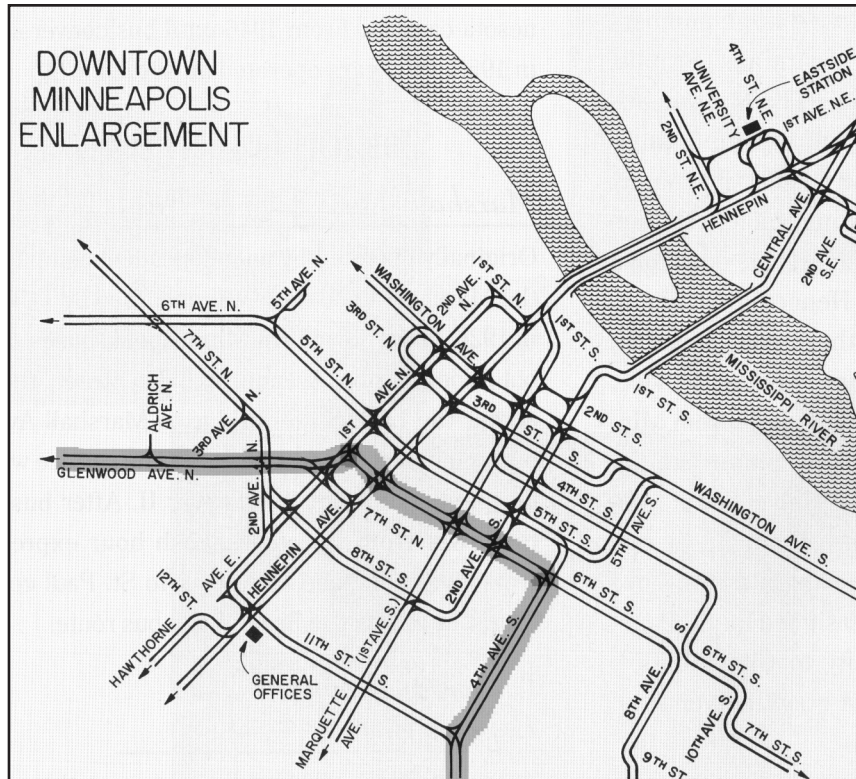
It's hard to account for this high ridership. The neighborhoods it traversed contained a mix of apartments and single family homes, but nothing atypical for Minneapolis. Apart from downtown, there were four large traffic generators, the Honeywell Plant at 28th Street, Munsingwear at



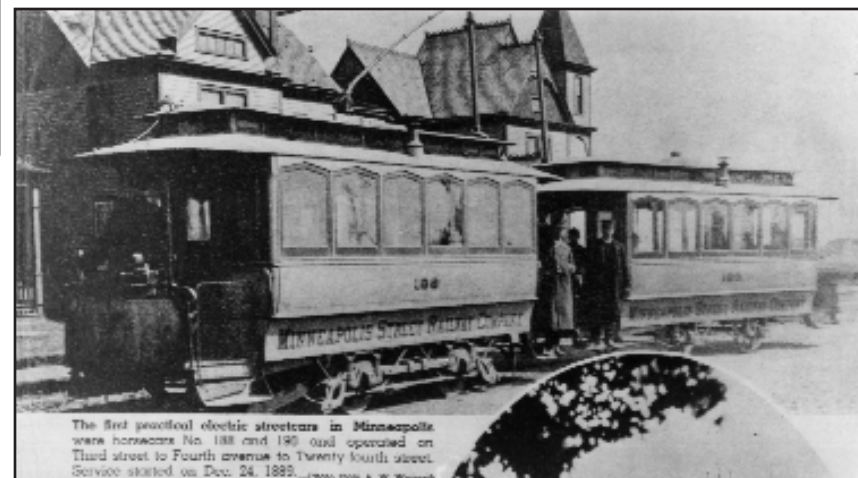
Lyndale Avenue N., and Central and Vocational High Schools. We know that numerous extra cars ran to and from Munsingwear. They staged on the Glenwood and Aldrich Avenue wye next to Munsingwear and were through routed to other lines downtown.

The 4th Avenue line began as a horsecar as far as 17th Street in 1876. It expanded incrementally, to 25th Street in 1878, and 34th Street in 1887. In 1883 a short-lived branch turned west at 25th Street four blocks to Stevens Avenue (now the west side of I-

DOWNTOWN MINNEAPOLIS ENLARGEMENT



Below: The 4th Avenue line saw the first experimental electrification in Minneapolis or St. Paul. Despite opening in December 1889, it made it through a January snowstorm and convinced the Minneapolis City Council to cancel the plans for a cable car network.



The first practical electric streetcars in Minneapolis were horsecars No. 138 and 140 and operated on Third Street to Fourth Avenue to Twenty Fourth Street. Service started on Dec. 24, 1889. (Photo by A. W. Hanson)



Above: The line ended at a wye at 48th Street. A Minnesota Railfans Association fantrip prepares to pull out of the wye. Bob Schumacher photo.
Below: After prying over the switch point, a PCC prepares to back into the wye as its follower awaits its turn.
Above right: Development south of 38th Street was rather spotty. This view looks north at 42nd Street. Bob Schumacher photo.



35W and south to 33rd Street. Its purpose was to compete with the steam powered Motor Line that paralleled it two blocks away on Nicollet Avenue. The Minneapolis Street Railway (it wasn't TCRT yet) took control of the Motor Line in 1886 and pulled up the Stevens branch the next year.

During the horsecar era, a carbarn was located on 4th Avenue at 24th Street. We're not sure when it closed, but there is a clue. In 1893 track was laid on 31st Street from 4th Avenue to Nicollet Avenue to create access to 31st Street Station, so it would seem logical that the 4th Avenue barn closed at that time. In 1905 the Lake Street line opened and the 31st Street track was removed.

4th Avenue was the first line in the city to be electrified in December 1889. An experiment, it was successful and led to the electrification of the rest of the system by 1891. Once electrified, it was extended to 38th Street in 1890 and finally to 48th Street in 1923.

From a wye at 48th Street, the 4th Avenue line was a 4-mile straight shot to Grant Street on the south edge of downtown. South of Lake Street the

neighborhoods were mostly single family homes interspersed with duplexes and small apartments. Passengers could transfer at 38th Street to the 38th Street crosstown bus, which began running in 1926. Lake Street was the biggest transfer point to the Selby-Lake streetcars. It also provided the rails for cars to deadhead to and from Nicollet Station.

North of Lake Street was a long viaduct spanning the Milwaukee Road tracks, now the Midtown Greenway. Honeywell headquarters, originally the Minneapolis Heat Regulator Company, filled the block between 28th and 27th Streets. Wells Fargo Home Mortgage now owns the property and 4th Avenue has been converted to a private driveway from 28th to 27th Street. Today 4th Avenue S. is missing altogether between 27th and 25th Streets, and between 18th and 15th Streets, obliterated by I-35W and I-94. The entire east side of the street is gone between 18th and 25th, so it's hard to visualize the mixture of houses, apartments and local businesses that once existed.

From Franklin Avenue into



Above and below: The camera looks both ways at 34th Street. Central High School was a major traffic generator. Bob Schumacher photos.
Right: At Lake Street there were track connections to allow 4th Avenue cars to deadhead to and from Nicollet Station via the Selby-Lake line. Jim Kreuzberger photo.





Above: A northbound car crosses Lake Street and the Selby-Lake line.

Below: The fantrip car paused on the 29th Street overpass. That's Honeywell in the distance. All Bob Schumacher photos on this page.



Above: Looking north towards 28th Street and Honeywell.

Below: Honeywell headquarters generated lots of streetcar passengers. The building is now owned by Wells Fargo Home Mortgage and 4th Avenue has been closed.





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Left: Looking north at 28th Street in 1952. Norton & Peel photo, Minnesota Historical Society collection.

Right: A northbound car approaches 17th Street. 4th Avenue has disappeared under I-94. Bill Olsen photo.

Below: At Grant Street on the south edge of downtown, 4th Avenue passed Central Lutheran Church, turned 45 degrees to enter the downtown street grid and passed Vocational High School.



downtown the 4th Avenue line was joined by the 28th Avenue S.-Robbinsdale line and, until 1940, the Franklin Avenue line. At Grant Street, 4th Avenue made a 45-degree turn to the right to conform to the angled downtown street grid. The Franklin line turned left at 11th Street. The Glenwood-4th Avenue cars turned left, joined the Chicago-Penn-Fremont line for 2 blocks and followed 6th Street through the heart of downtown to 1st Avenue N. Marquette Avenue was the transfer point to the Nicollet-2nd Street NE and Grand-Monroe Lines. Nicollet Avenue in downtown never had streetcar tracks, only the Nicollet-Hennepin bus. On Hennepin it crossed the Como-Harriet, Oak-Harriet, Bryant-Johnson, Kenwood and Bryn Mawr lines. Until 1928, when it was relocated to the union bus depot, cars passed the store front station of the Lake Minnetonka Line in the block between Hennepin and 1st Avenue N.

At 1st Avenue N. it turned left one block to the five-legged intersection with 7th Street and Glenwood, passing the union bus depot. 2nd Avenue N. saw the second crossing of the Chicago-Penn-Fremont line before leaving downtown. Soon came the bridge over the Great Northern-Minneapolis & St. Louis rail throat, then down a short sharp grade. Just east of Lyndale Avenue was a grade crossing of the joint Minneapolis, Northfield & Southern/Minnesota Western line into downtown.

Dominating the block between Lyndale and Aldrich Avenue was the Munsingwear plant. Cars shortlined on the wye in Aldrich Avenue. Glenwood passes through an area of industry, then climbs and gently curves past Cedar Lake Road and heads straight west through another residential neighborhood. Glenwood Park (now Wirth Park) begins on the north side of the street just beyond Russell Avenue. A bridge crosses over Bassett Creek and the Great Northern and the combined MN&S/MW again. Dropping down a short grade, the streetcar entered the



Above: 11th Street was the junction with the Franklin Avenue line, abandoned in 1940. Right: At 6th Street the Glenwood-4th Avenue cars turned left. 28th Avenue S. cars continued another block to 5th Street. Jim Kreuzberger photo.



park at Xerxes Avenue, the city limits. It swung onto private right of way alongside Glenwood for a block before ending at a wye.

Glenwood Park

Even today, at the site of the wye stands a true survivor of the streetcar era, the waiting shelter at the end of the line. From research done by the Park Board staff, we now know it was a WPA project from 1937.

Glenwood Avenue was originally called Western Avenue. Its first horsecar line opened in 1881 as far as the Great Northern/Minneapolis & St. Louis tracks just east of Lyndale Avenue. After bridging the tracks, the line was extended to Girard Avenue in 1885 and finally to Penn Avenue in 1888.

Electrification came in 1891, but the line continued to terminate at Penn. It was extended in 1916 when the Minneapolis Park Board opened Glenwood Park (since renamed Theodore Wirth Park). Most of the park was located just beyond the city limits of Xerxes Avenue. It featured picnic grounds, wildflower gardens and a bathing beach at Glenwood Lake, so a streetcar connection was welcomed.

The map of the park that appeared in the Park Board's annual report shows the streetcar extending all the way to today's Wirth Parkway and terminating in a three-track loop next to a waiting station. For unknown reasons that never happened. Instead, the tracks left Glenwood Avenue for a block of private right of way upon entering the park, and ended at a wye.

The Park Board report says that TCRT was responsible for constructing a waiting station, but we don't know what that looked like.

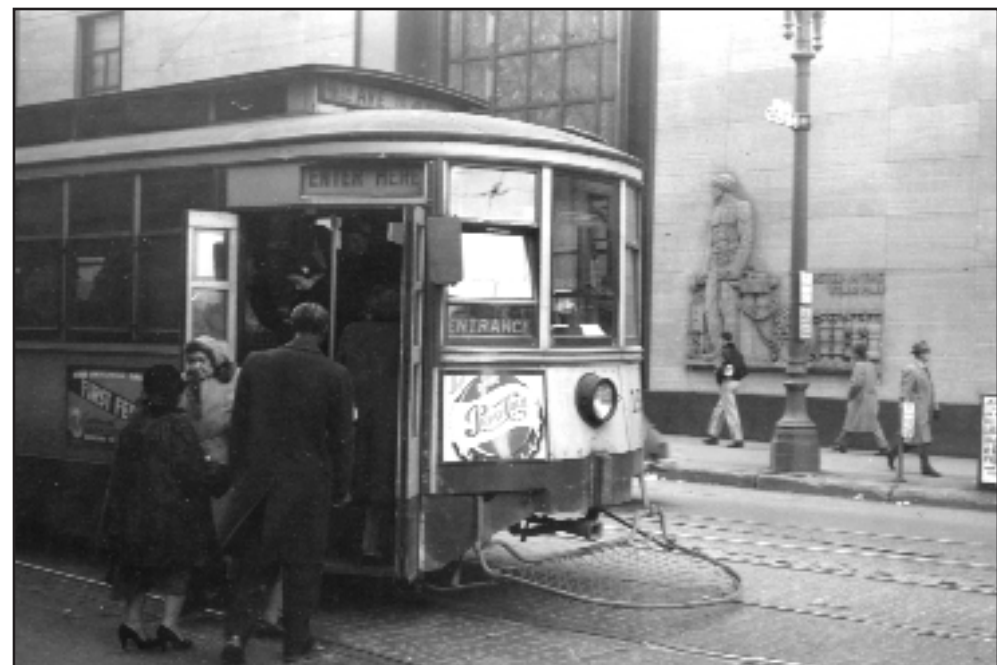
Glenwood-4th Avenue always was run by Nicollet Station, although North Side cars had a Glenwood destination sign. Other stations ran extras to Munsingwear at Glenwood and Aldrich. In 1947 it took 28 cars to run

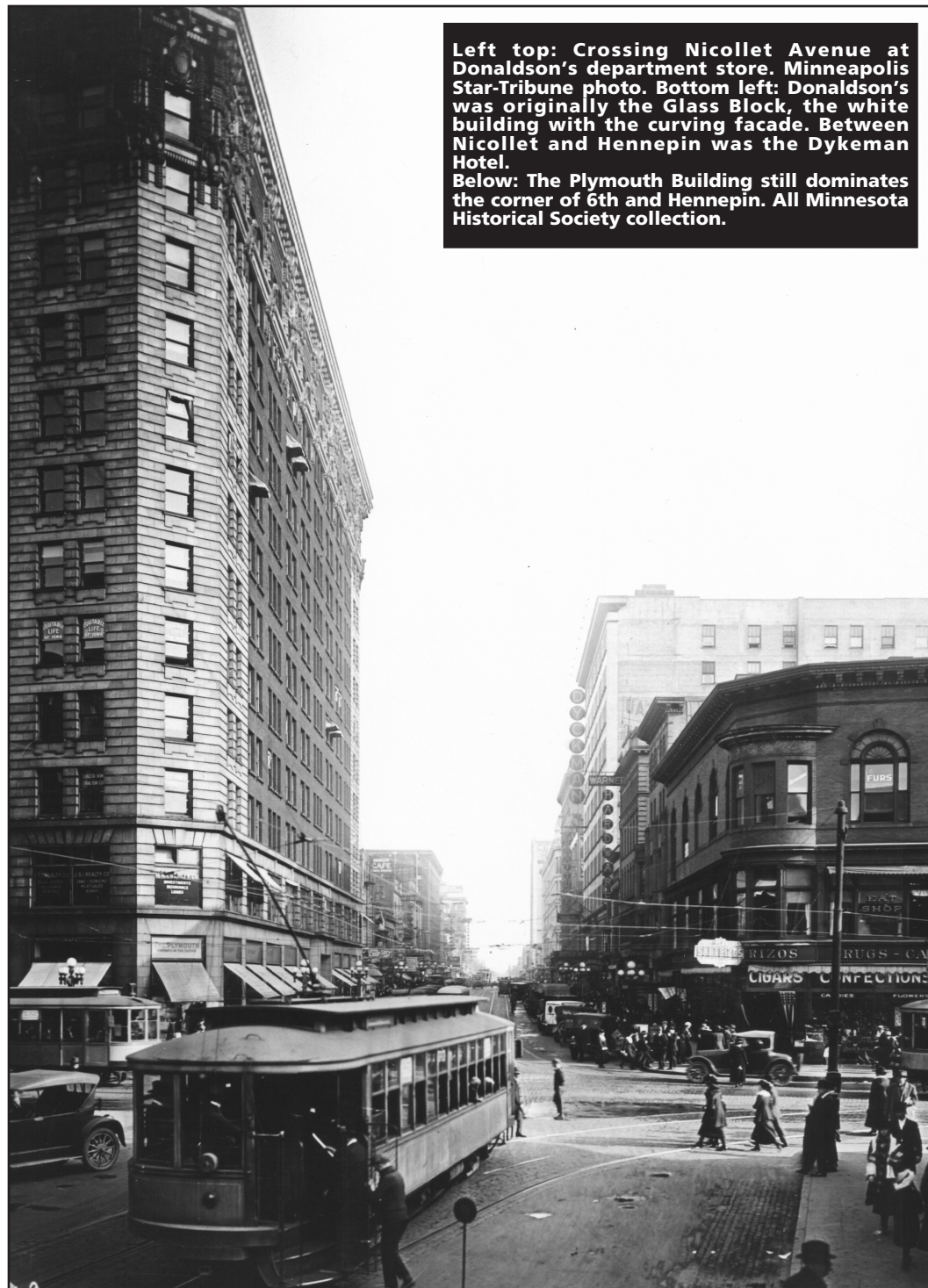
the line. From 1921 to 1935 it was one of the only lines to be assigned two-car trailer trains.

Like the rest of the system, conductors were removed from most runs, starting with evening and owl service in 1931, the rest of the off-peak service in 1932 and all service in 1934. One of the last lines left, abandonment came on March 6, 1954.



Left: The Foshay Tower was still the tallest building. A southbound PCC crosses 3rd Avenue S. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.
 Above: A southbound car has split the switch at 2nd Avenue S., tying up 6th Street. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.
 Below: Boarding passengers at Marquette Avenue, opposite Farmer's & Mechanic's Bank. Bob Schumacher photo.





Left top: Crossing Nicollet Avenue at Donaldson's department store. Minneapolis Star-Tribune photo. Bottom left: Donaldson's was originally the Glass Block, the white building with the curving facade. Between Nicollet and Hennepin was the Dykeman Hotel. Below: The Plymouth Building still dominates the corner of 6th and Hennepin. All Minnesota Historical Society collection.





Above: The line turned from 6th Street onto 1st Avenue N. for one block to the intersection of 7th Street and Glenwood Avenue.
Below: An overturned truck on Glenwood at 2nd Avenue N. attracted a Star-Tribune photographer. The two streetcars are on the Chicago-Penn-Fremont line. The bus is probably heading to nearby Garage #1. Minnesota Historical Society collection.

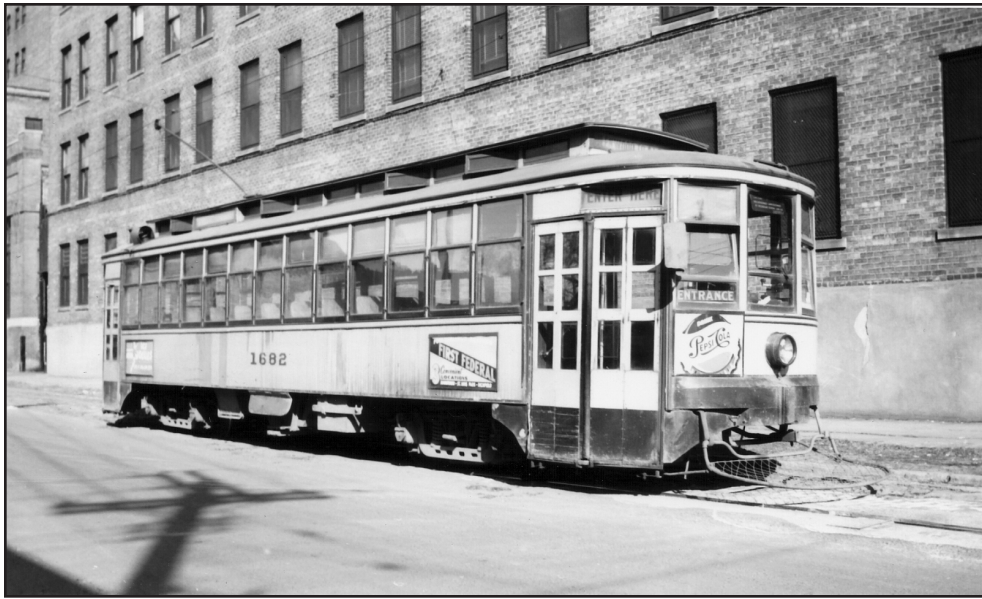


Above: The east end of Glenwood Avenue was this 5-legged intersection with 1st Avenue N. and 7th Street. Bill Olsen photo.
Below: It's blurry, but this is the only known photo of the Glenwood Avenue bridge over the Great Northern and Minneapolis & St. Louis. Art Rusterholz photo.





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Norton & Pcelphoto

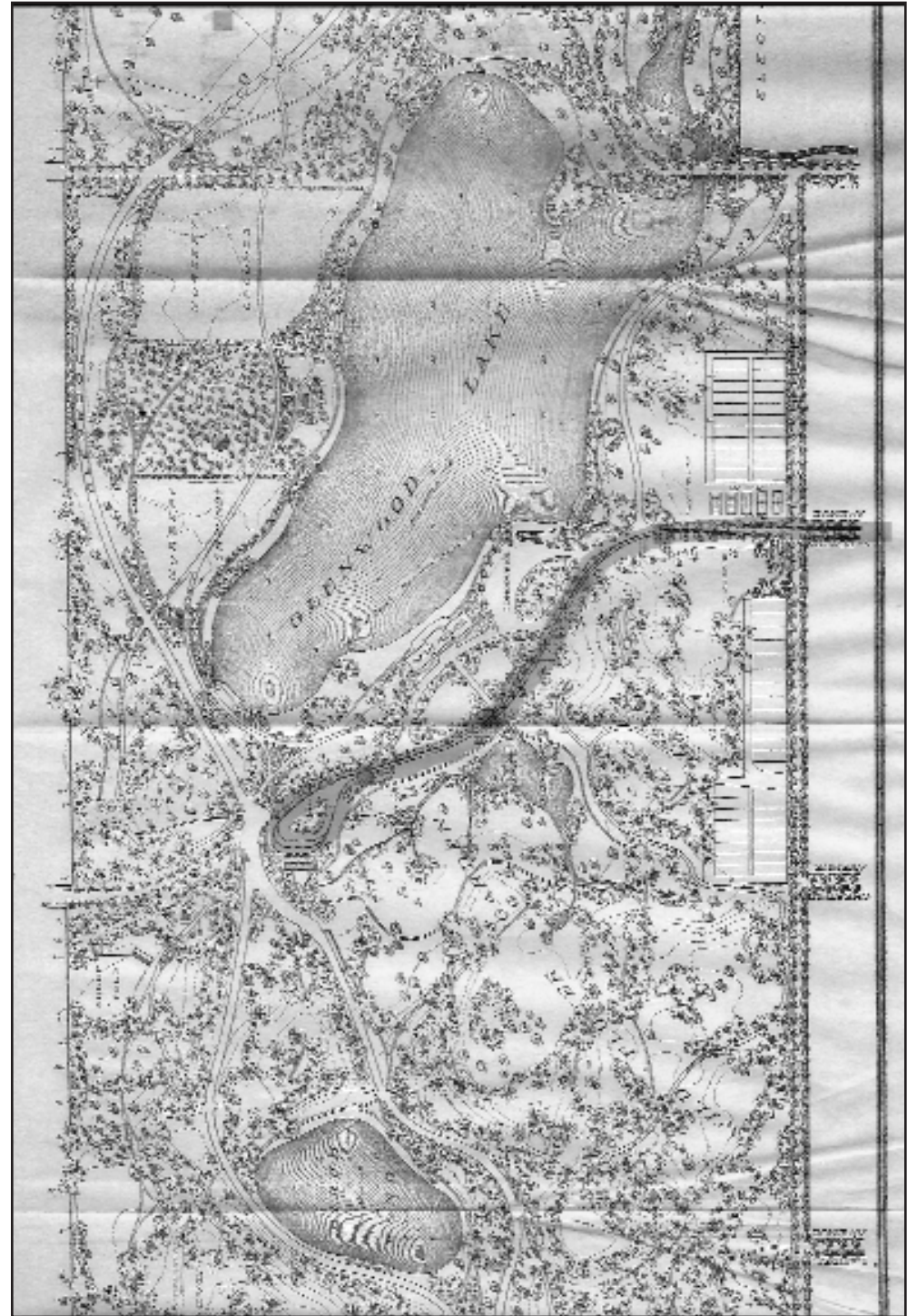


Left: Taken shortly after abandonment in 1954, this is the best available view of Glenwood at Lyndale Avenue, with the Munsingwear plant looming at right. Norton & Peel photo, Minnesota Historical Society collection.

Above: A car sits on the Aldrich Avenue wye alongside Munsingwear. From here numerous extras fanned out across the city. Art Rusterholz photo.

Below: Looking west at Penn Avenue. Art Rusterholz photo.

Right: This map from a Minneapolis Park Board annual report shows the proposed layout of Glenwood Park (now Wirth Park) with the streetcars (proposed route highlighted) extending beyond the beach to a loop with three sidings. In fact, they only penetrated one block into the park.





Above: The park extends several blocks east along the north side of Glenwood Avenue. This photo was taken at Vincent Avenue. Frank Butts photo.

Below: For the last block into the park, the tracks swung onto a private right of way just south of Glenwood Avenue. Art Rusterholz photo.



Above: An eastbound car is leaving the park right of way at Xerxes Avenue to enter Glenwood Avenue. Wilbur Whittaker photo.

Below: Laying over on the wye next to the 1937 WPA-built shelter that remains in place today.



PAY AS YOU ENTER

-Aaron Isaacs

Like so many other aspects of the industry, fare collection on streetcars evolved. Initially it somewhat resembled standard railroad practice. Passengers boarded, took a seat, and the conductor circulated through the car to collect the 5-cent fares, which he placed in the separate envelopes for each trip that went into his coat pockets.

This system made it difficult to remember who had paid in a crowded streetcar. Passengers could hide in the crowd and the conductor sometimes incorrectly asked for fares from people who had already paid.

Larceny and lost revenue

It also became clear that this system offered an opportunity for the conductor to pocket some of the fare money. The streetcar companies began employing plain clothes "spotters" to catch conductors in the act. That helped, but it was still the spotter's word against the conductor's. Separate proof of wrongdoing was needed, so TCRT and other streetcar companies installed mechanical fare registers. This is the large round device that is mounted high on car 1300's rear

farebox pole. When the conductor collected the fare, he pulled the cord and the register dinged loudly for each fare.

The combination of the spotters and the conductor's post-run obligation to balance his fare revenue with the fare register suppressed fare skimming but didn't stop it. How they got around it is described in this excerpt from the excellent 1956 book "Trolley Car Treasury" by Frank Rowsome, Jr.

"With wages so low, the temptation for a conductor to help himself to a few fares—usually by collecting them but not ringing them up on the register—was virtually irresistible. If a \$12 a week conductor making 10 round trips a day could manage to pocket an average of just one nickel per half trip, he could boost his weekly take-home pay 50%. The path by which an honest conductor might be led into larceny was broad and easy, as the Street Railway Journal observed:

"The present system tends to make conductors dishonest. A strictly honest man begins work today. He is \$.80 over (at the end of the day). He turns it in. Tomorrow he is \$.60 over and turns it in. The third day \$.40. Now the office calls him in and tells him he must be more careful to ring up all fares. He tries, but finds himself \$.35 over the following day. To turn it in again is to



Trying to reduce the rear platform congestion, TCRT experimented with channelized in and out lanes but kept the single doorway into the passenger compartment.

be subject to criticism for inefficiency. If I keep this up I lose my job maybe is his natural inference. He pockets the over. All is smooth now, so he continues to keep his overs. From this point to a habit of neglecting rings to increase overs is an easy transition. He started honest, but the company taught him that it was precarious, so now he fortifies his efficiency and swells his purse.'

On larger trolley systems chronic warfare developed between light fingered conductors and plainclothes company spotters. Ingenious tricks were practiced on each side. The commonest—and crudest—conductor technique was to collect fares from 6 or 7 people, and then ring up a tattoo on the register that was one fare short. A subtler version was to collect fares just before the car came to a stop,

when a conductor had to hurry to the back platform to signal the start. Once the car was underway again, he would ring up all but one of the fares previously collected. A third procedure was to ring up every fare inside the car with conspicuous precision, but manage to miss a few standees crammed on the rear platform. A nameless genius discovered that, on one type of fare register, there was an exciting flaw in the design. If the register cord was not quite fully released after ringing up a fare, a subsequent tug on the cord would ring the bell but not advance the counter. A man with a deft touch on the cord could produce three juicy rings for only two fares added to the counter total."

In 1905 the Montreal Street Railway





tried a new system that they dubbed Pay As You Enter, or PAYE for short. Passengers would no longer get to sit before paying. Instead, they would deposit the fare in a mechanical farebox upon entering the car's

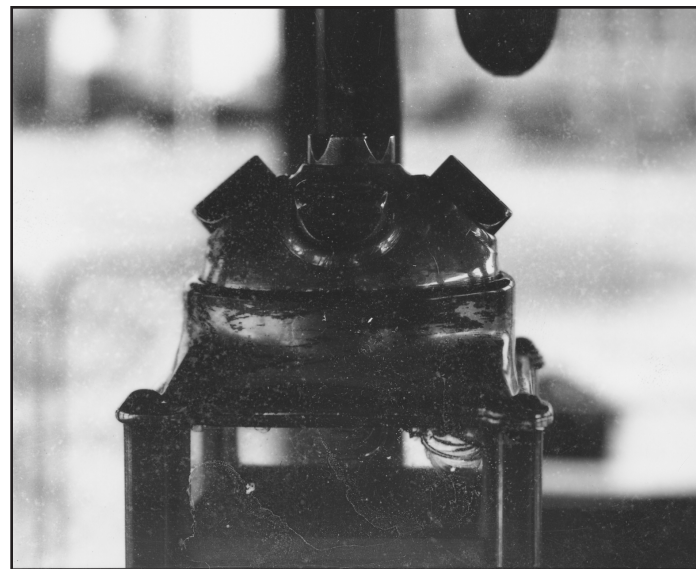
PAYE caused the installation of a farebox for the first time. The fare register was moved from the front bulkhead to the rear pole, but was removed altogether in the 1930s.

passenger compartment. This would remove the opportunity to hide from the conductor and asking customers to pay twice would cease. Thievery by employees would be harder since the conductor would no longer be touching the cash before it could be recorded by the farebox's mechanical counters.

PAYE produced a big benefit that no one had foreseen. All the old streetcars, including those in the Twin Cities, were "muzzle loaders". Everyone entered and exited through the rear platform. That caused congestion and tripping or falling accidents were not uncommon. Cars designed for PAYE had front exit doors, creating a one-way flow through the car from back to front. According to William Middleton's authoritative book "Time of the Trolley", "...traction companies found better control of boarding and alighting greatly reduced the number of accidents. In Chicago for example, a 54% decrease in accidents was reported after the introduction of Pay As You Enter cars. Kansas City reported a remarkable 67% reduction in platform accidents."

A review of newspaper accounts helps us piece together how PAYE came to the Twin Cities. On January 15, 1908, the Minneapolis Tribune reported TCRT considering PAYE in its next order of cars, because of the positive experience in other cities such as Chicago. Yet three months later TCRT general manager Willard Hield said there was no hurry implementing PAYE.

Over two years passed. In September 1910 the paper reported, "We have come to the conclusion that the PAYE car is the only solution of the transfer evil, elimination of disputes with conductors and the speedy handling of crowds," said an official of the company, following an



As delivered, the fareboxes had a concave, multi-holed top designed to catch a handful of pennies. At some point TCRT experimented with this convex top with coin slots. It probably resulted in coins all over the floor.

inspection of drawings of the new cars which had just been submitted to him. "The advantages of a prepayment car are that accidents caused by getting on and off moving cars are eliminated, the casualties resulting from passengers and cars moving in opposite directions are reduced, passengers are not subjected to the annoyance of a conductor running up and down the aisle between the row of seats, cars are loaded and unloaded more quickly and the street car company collects all its fares.

"With the new system in operation the passenger who "dead heads" his way by offering a \$10 or \$20 bank note loses his graft, and the day of the jostling rear platform smoker, with his ash piles for other people's shoulders, is past. There will be no overcrowding of cars with the new system, no cries of 'move farther up the aisles', because the exits of the cars will be at the front and the rear will be used for entrance only, except for the narrow exit gate which will be used in cases of emergency or on occasion of special large crowds such as fair week, circus days and the like.

Smokers will be provided for at the head end of the cars. Persons getting onto the cars who wish to smoke will therefore have to pay their fare and then pass through the car to the front platform. This will eliminate the crowds on the platform, as at the present time only a small percent of the men on the rear platform are smokers.

It is proposed to try out the system on the Oak and Harriet line.

The system has but one drawback, which we are now seeking to overcome before we order the 20 cars which will be required. We have not found a way to heat the new cars which will be as satisfactory as the present arrangement. Under the PAYE plan the cars will be open at both ends, while at present the front end is closed. This will make a great deal of difference in the heating of cars in winter, as there will be a continuous draft through the cars."

A couple of weeks later TCRT president Calvin Goodrich backpedaled, saying that he wanted to study New York's PAYE experience for a few months first.

That was the last anyone heard of PAYE until eight years later, April 1918, when it was experimentally implemented on the 4th Avenue S. & 6th Ave. N. line. This apparently happened because a new Minneapolis streetcar franchise was being drafted and it required the installation of front exits in exchange for implementing PAYE. The test was judged a success and the Monroe & Bryant and Grand & Johnson lines followed in November.

In *Electric Railways of Minnesota*, Russ Olson describes how it worked. "A small seat for the conductor was installed on the gate (right) side next to the rear bulkhead in place of a portion of the longitudinal passenger seat; the new Johnson fare box was placed on an iron stanchion which was fastened to the floor and roof; the overhead register was moved from the front bulkhead to the rear stanchion; the lever operating the cash side of the register was connected to a foot pedal at the base of the stanchion; the lever operating the transfer-ticket side of the register was connected to a cord which hung down next to the bulkhead; the cord operating the overhead register

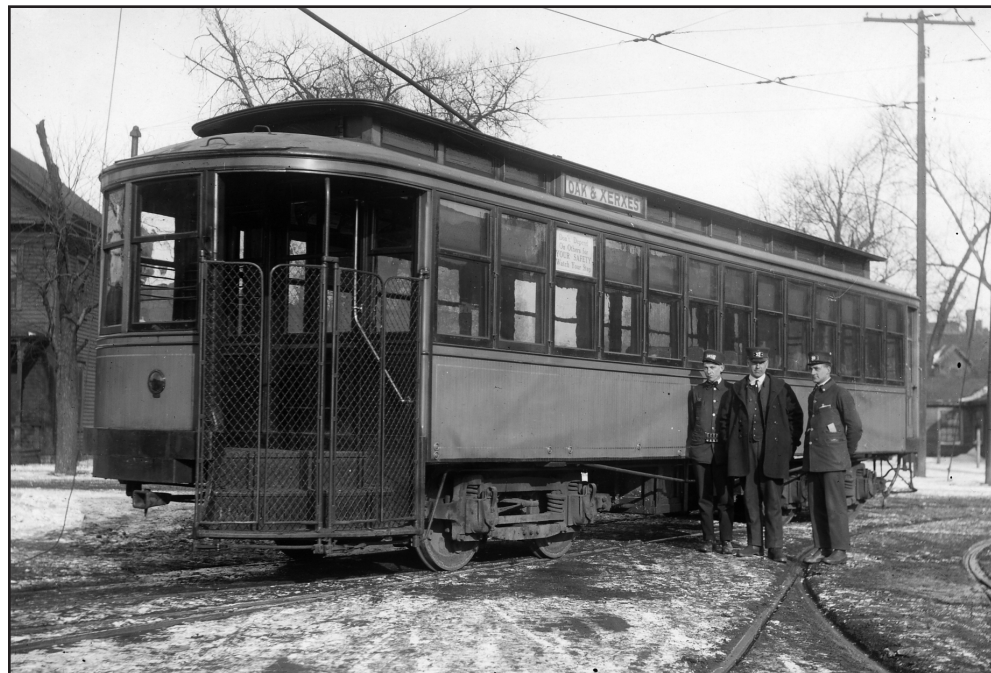
bell was moved from the pole (left) side to the gate side of the car and dropped down to a point near the fare box. The conductor watched the coins as they were dropped into the box and when he had determined the fare paid was correct, he pressed the foot pedal for the cash side of the register; when he received transfers he pulled the transfer cord. Then he operated the Johnson fare box in the normal manner. As cars were made ready, the system was introduced on the various other lines."

There was a downside to PAYE. Previously big crowds could be waved aboard, be seated and the streetcar could take off for the next stop while the conductor circulated through the car collecting fares. With PAYE, everyone had to fish out their fares before sitting and the car couldn't leave until the last passenger squeezed onto the rear platform.

Delays were aggravated because PAYE was implemented while TCRT's streetcars still required everyone to board and alight through the rear gates. This had always caused traffic jams at the rear of the passenger compartment as those boarding and those alighting tried to pass each other and now the rear platform was even more crowded. It was also the cause of the conductor's plaintive call "Please move to the front of the car". The rear half of the car would be jammed with standees while the front half of the aisle remained empty. Of course people didn't want to get stuck up front and be unable to fight their way to the rear to exit.

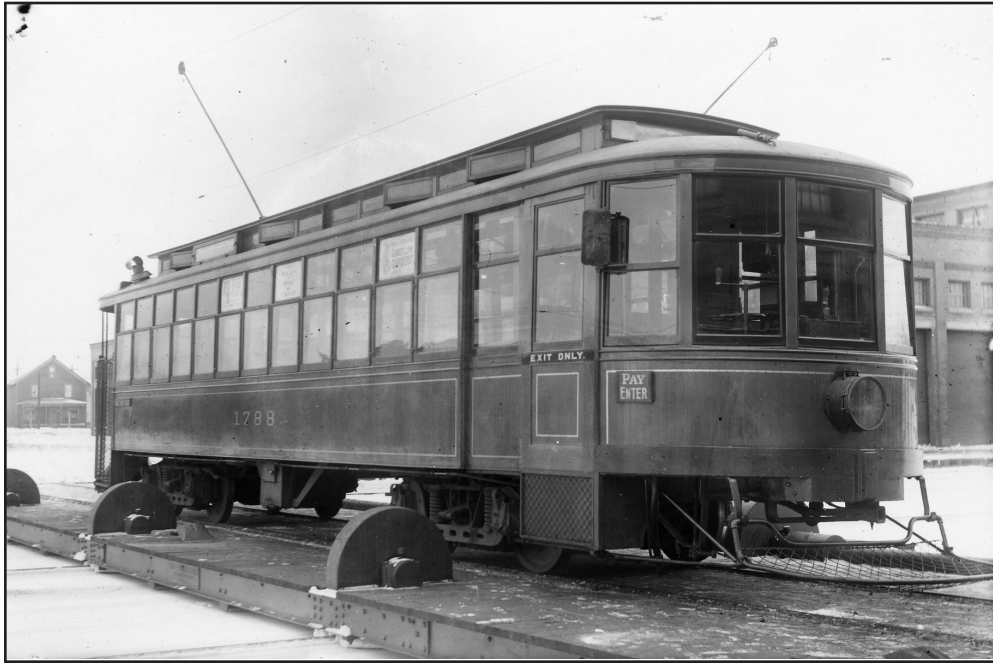
December 12, 1918 letter to the editor of the Minneapolis Tribune

"Surely our equipment is not built to facilitate traffic under that (PAYE) plan. Several times it has been my experience to be on an interurban car



The cars built before 1908 had double-stream rear gates. Beginning in 1908 all were built with triple stream gates to speed loading and unloading.





In 1918, when PAYE was first implemented experimentally, car 1788 was rebuilt with a sliding door front exit. The sliding door didn't work well, so it was replaced by folding doors, demonstrated below at Snelling Station. Between door installations TCRT simplified its color scheme, eliminating the white gold accent striping.



After two years of PAYE, in 1920 TCRT finally began installing more front exit doors, starting with prototype trailer train 1590 and its new trailer 1590A. The "Pay Enter" sign might look like the front door is an entrance, but probably warns passengers to have their fare ready when they board at the rear.



passing through the downtown behind a 4th Avenue car. Several minutes were wasted because of the time taken to load and unload the car ahead. Several weeks ago I had occasion to see a 4th Avenue car at 35th Street take 12 minutes to take on its load. Experience has proven that in every city where the system has been tried with single exit and entrance cars it is unsatisfactory. Then from the standpoint of comfort there is a big argument. With our severe winters it is no mean hardship to remove mittens and dig down in one's pockets for change. A word might also be said in behalf of the conductor. His station is near the door where there is very little heat and he has no chance to move about to keep up circulation. He is not available to assist in getting on or off, nor can he give any attention to the trolley at

intersections. I am sorry to see cars slowed down as they are on the present PAYE lines."

As an experiment, TCRT that year rebuilt car 1788 with a sliding front exit door. It didn't work well and was replaced by a folding door that was adopted in subsequent front exit cars. However, no other cars received the exit doors that year, causing a City Council committee on February 25, 1919 to vote unanimously to ask TCRT to eliminate PAYE. However, the new franchise was approved in July 1919, and it required front exits for PAYE cars.

Change finally began to happen in 1920, when Snelling Shops added front exit doors to 1590-1590A, the first two-car trailer train, plus 30 single cars. The following year the 25 trailer trains were built with front exits, and the original

lightweight trailer train 2000-2000A received them, along with 236 other cars. Altogether 590 cars received the exit doors by 1928.

By 1925 it was clear that something was wrong, because even as the city grew, ridership was dropping. It was the automobile coming to maturity. TCRT was faced with the need to economize, and built its first cars designed for one-man operation—no conductor. This was a whole new ballgame, because passengers could no longer be boarded at the rear door. No one would be there to collect the fare. Instead, the passenger flow had to be reversed, with passengers entering through the front door and exiting out the rear. The installation of front exit doors stopped.

Starting in 1928 a large number of cars were converted to one-man operation, with air-operated folding doors both front and rear. TCRT selected cars that were still in their as-built configuration, having not received front exit doors. These were somewhat older cars, including our #1300. As the Great Depression cut ridership in half, the oldest cars, which had wood underframes, were retired, having not been modified at all.

Eventually, TCRT decided that having both mechanical fare boxes and fare registers was a redundant expense. The registers were removed in the 1930s. They were retained only on the cars assigned to the Inter-Campus line, which had its own separate fares and did not use fareboxes.

A footnote was the retrofitting in 1938 of three of the former Lake Minnetonka high speed cars with front exit doors for Inter-Campus service. A conductor was always needed on the Inter-Campus, so the old exit door floor plan worked just fine.

TCRT kept running some of the two-man cars almost to the very end.

Mystery badge ID'd

In the last issue, pages 18-19 displayed a group of badges and other small artifacts from the MSM collection. At bottom left on page 18 was this mystery number badge. Thanks to Dave French, we now know it's a TCRT conductor's number badge from the 1890s. A similar one adorns the coat of the gentleman at right.



Garlic on the Mesaba

From the Mesaba Ore newspaper,
April 4, 1914.

The affable manager of the Mesaba (electric) Railway company is trying to work out a system of scientific research that is causing him some little trouble, by reason of the fact that he doesn't seem to be making any appreciable headway, and while he has not given up the undertaking he is becoming somewhat discouraged.

The railway man, soon after arriving on the job, discovered that he could fumigate his cars and clear them of every other odor but that of the common, or garden variety, of garlic — even the striker's stink ball and the odoriferous product of the able-bodied skunk were found amenable to formaldehyde, sulphur or prussic acid, but the stench of the garlic sticketh closer than an Alabama chigger, and is more annoying and irritating.

The official, ever anxious to please the public, has tried everything known to Christian and profane science to remove the fumes of the highly developed vegetable from within his passenger coaches, even to destroying cars by fire, but the smell hung on with a tenacity of an old sock, and he is scratching his head with both hands.

We are not in the school teaching business, but for the enlightenment of the general public we have looked up this garlic thing, and find that our old friend Webster knew about all there was to it — except, possibly, the after-eating effects upon those within a radius of forty miles or such a matter.

Webster described it as "a hardy bulbous perennial of the lily family (the black sheep, like enough), and of the same genus as the onion and the leek.

"Its bulb is compound, composed of ten or twelve small ones, called cloves. It has a very strong odor and pungent taste, and in the south of Europe, where it is indigenous, it has been used in cookery from the earliest times."

Garlic eventually found its way to these hospitable shores (evidence

produced on short notice), and if we have formed the correct opinion, those who brought it have eaten nothing since.

The growth looks something like an onion, and the effect on one's breath is also something like an onion — or rather, like a barrel of distilled onions liberally seasoned with asafetida, and it is a scent that, once it gets out of confinement, penetrates to every nook and cranny and assails every nose within reaching distance.

It is noticeable, too, that those who indulge in the delicious fruit, are not a bit saving of their breath — they wheeze it out regardless, like a man who has lots to spare, and knows where more is to be had any time there may be a need for it.

Garlic is eaten largely (copiously probably is a more fitting term) by the foreigners who come to us from southern Europe, and they, as a general proposition, can stand 'most anything — have to be able to lick up stuff like that. The breath of the chap who gorges on limburger cheese and stale beer is as attar of roses when compared to a whiff from the fellow who has stuffed himself with garlic.

Mr. Manager has a big job on his hands, and we wish him good luck. The only suggestion we might offer that could be helpful to him, is that he either get into the legislature and pass anti-garlic eating laws, or talk the fellows out of the vile habit — or perhaps, he might acquire the habit himself.

Then he could go as far as the other fellow, and that garlic-laden breath, no matter how fetid and solid it might be, would not dig into his system in the way it appears to be doing now.

"BUNCHED" CARS—No. 1

WHY DO Street Cars sometimes come in "Bunches," instead of being spaced more evenly?

THIS is a question often asked, and expresses a reasonable complaint respecting an important feature of Street Car service.

WE KNOW that many of our patrons, after having waited minute after minute for a Street Car with none in sight, have been indignant—and justly so.

OF COURSE, we do not intend to run our Cars in "Bunches," and we make every possible effort to prevent it. If all Cars on all lines are on time, Cars will pass any given point at regular intervals, whether that means every ten minutes or every three minutes. That is the plan we do our best to follow, although we regret to say that many times we fall short of doing so.

A. W. Warnock, General Passenger Agent,
Room 308, No. 1 Eleventh St. S., Minneapolis
Telephones—N. W. Main 4580—T. S. 33 134

"BUNCHED" CARS—No. 2

IF THE traffic on a certain Car line warrants a Car every five minutes, that is the service we endeavor to give. Purely as a business proposition, it pays us to have our Cars operate with clock-like precision and regularity. If it is a ten minute service, we aim to have the Cars pass exactly ten minutes apart. Any deviation from this is expensive to the Company and inconvenient to its patrons, just in proportion to the extent of such deviation.

IF WE COULD ONLY KEEP ALL OUR CARS ON TIME—that is the great problem. It is practically impossible, during "The Rush Hours" especially, to keep all Cars on time, and when one Car gets behind time, the following Cars catch up with it, which results in "Bunching" of Cars on that line.

A. W. Warnock, General Passenger Agent,
Room 308, No. 1 Eleventh St. S., Minneapolis
Telephones—N. W. Main 4580—T. S. 33 134

Nothing frustrates transit riders more than waiting and waiting, then having two or more buses or streetcars show up. TCRT ran this series of ads to try and explain why bunching happened. The only advice offered to riders was not to crowd onto the first car, because that only made the bunching worse.

"BUNCHED" CARS—No. 3

THERE are various contributing causes for "Bunched" Cars, such as extreme weather conditions, washouts, with sand on the track in the summer time, and blizzards, with snow and ice on the track in the winter time; fires, parades, trains at railroad crossings, broken down or stalled vehicles on our tracks, slow-moving and heavily-loaded vehicles using our tracks as a roadway in front of approaching Cars; general congestion of traffic on streets; perhaps disabled equipment of our own. Our Cars, like all other street vehicles, are subject to the signals of traffic officers, as well as to delay for the passing of hospital ambulances and fire apparatus. Where the headway is most frequent, the delay is sure to be most serious, because a wait of a very few minutes brings several Cars together more quickly.

A. W. Warnock, General Passenger Agent,
Room 308, No. 1 Eleventh St. S., Minneapolis
Telephones—N. W. Main 4580—T. S. 33 134

"BUNCHED" CARS—No. 4

IF SEVERAL Cars have been held up long enough to throw them off schedule and are then released, there is bound to be congestion. Everybody naturally wants to get on the first Car. If the first Car happens to be a "Long Line" Car, it is hardly fair to the "Long Line" rider to fail to stop to take him on, and so the whole line is held back. If the first Car is a "Short Line" Car, the best way to operate it is to cut out some of its stops, although that extreme measure is not supposed to be employed, unless other Cars going to the same destination are following at a short distance. Our main purpose is to make all haste to get Cars back into their places on the line as quickly as possible, and thus serve our patrons most efficiently.

THE "Bunched" Car evil is by no means peculiar to the Twin Cities. It confronts the Street Railway managements of every large city in the country. They have precisely the same delays that we do in Minneapolis and Saint Paul, brought about by the same list of, more or less, uncontrollable causes. "Bunched" Cars are a problem that every large traction company has to contend with.

A. W. Warnock, General Passenger Agent,
Room 308, No. 1 Eleventh St. S., Minneapolis
Telephones—N. W. Main 4580—T. S. 33 134

Take your streetcar

"B-4-4"

BE AN EARLY BIRD

Get home
EARLY
Get home
EASY

THE TWIN CITY LINES

During World War II ridership doubled, creating huge overloads. TCRT placed these newspaper ads urging as many as possible to travel early and avoid the PM rush hour.

REMEMBER
BEAT THE
5 O'CLOCK RUSH!

"Take an Early Streetcar!"

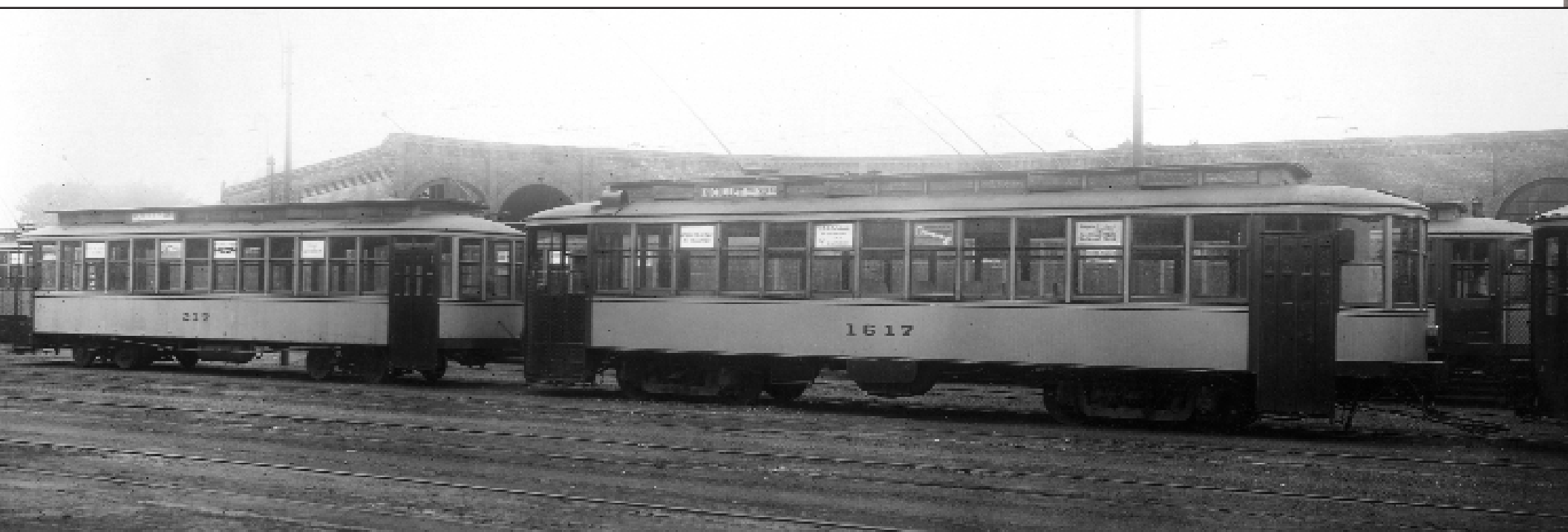
**YOUR COMFORT IS OUR BUSINESS
PLEASE SHOP EARLY! GO HOME EARLY!**

TWIN CITY LINES



Top: PCCs pass on the private right of way in Wirth Park.

Bottom: One of the trailer trains that ran on the Glenwood-4th Avenue line from 1921 to 1935 is pictured at Nicollet Station, in front of the old Motor Line roundhouse.





MINNESOTA STREETCAR MUSEUM

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August 2021

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